

THE MAINE LIAISON



Edition 3

January 2016

Speed

Speed enforcement. Most of us start our careers monitoring traffic and stopping speeders. Why? The answer is simple, speed kills. Speeding drivers are typically aggressive drivers. They tailgate, they pass improperly and they often run the red lights. Aggressive drivers don't commit these infractions when a cruiser is nearby so speed enforcement is the best means to address the aggressive driver.

In this edition we want you to get a new appreciation of what basic traffic enforcement can do for your community. Please focus on drivers who commit common aggressive driving actions such as speeding, following too closely, and running red lights.



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§2074. Rates of speed

An operator shall operate a vehicle at a careful and prudent speed not greater than is reasonable and proper having due regard to the traffic, surface and width of the way and of other conditions then existing.

Agencies have been selected (see 2016 Highway Safety Plan) for this year's speed grants through our NHTSA required evidence-based data analysis process. Selected agencies should be on the lookout for their speed grant opportunity and application from the Bureau. Although we understand that speeding is a problem in every community, unfortunately not all agencies can receive a supplemental grant to assist with speed enforcement. We do the best we can with the data available and then offer what we can to the top problem agencies (areas). All agencies should continue to do speed enforcement to keep your communities safe and reap the benefits of a good traffic safety program.

Paul R. LePage, Governor

John E. Morris, Commissioner

Traffic law enforcement effectively reduces the frequency of fatal motor-vehicle crashes in countries with high rates of motor-vehicle use. Inconsistent enforcement, therefore, may contribute to thousands of deaths each year worldwide."

NIH.gov

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Help us spread the highway safety message. Become our fan on Facebook at www.facebook.com/MaineBureauOfHighwaySafety

Aggressive Driving

Eight out of 10 drivers surveyed in the AAA Foundation's annual Traffic Safety culture Index rank aggressive driving as a "serious" or "extremely serious" risk that jeopardizes their safety.

They're right. Aggressive driving accounts for more than half of all traffic fatalities. Although "road rage" incidents provide some of the most shocking views of [aggressive driving](#), many common behaviors, including racing, tailgating, failing to observe signs and regulations, and seeking confrontations with other drivers, all qualify as potentially aggressive behaviors. Speeding is one of the most prevalent aggressive behaviors. AAA Foundation studies show that speeding is a factor in one-third of all fatal crashes.

Despite a strong public awareness and understanding of aggressive driving, many people are willing to excuse aggressive behaviors. Half of all drivers in our [Traffic Safety Culture Index](#) admitted to exceeding both neighborhood and highway speed limits by more than 15% in the past 30 days. More remarkable, a quarter of drivers say they consider speeding acceptable.

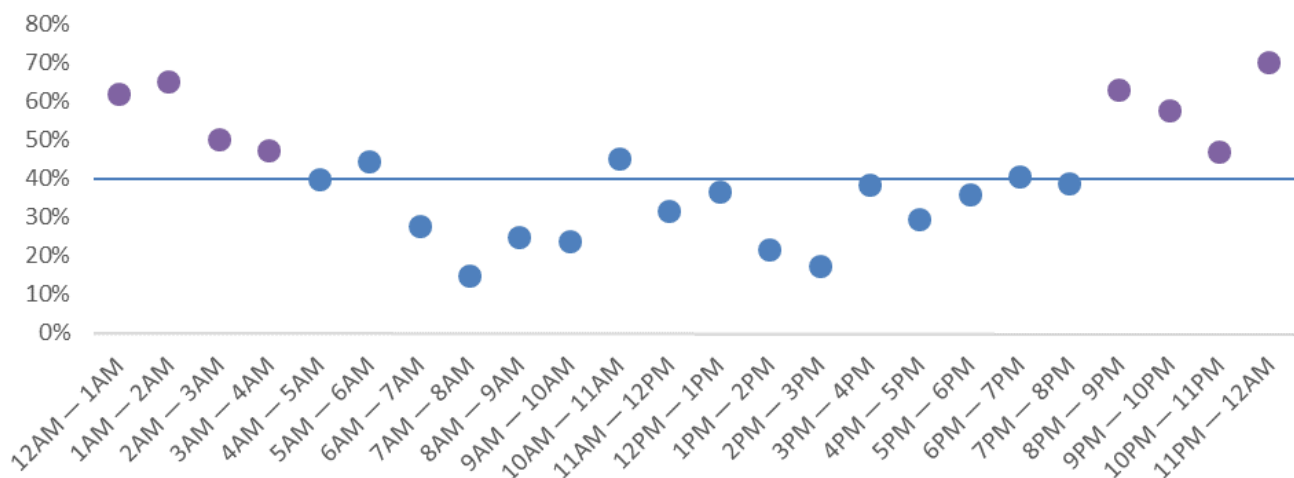
Throughout outreach and education programs, we work to offer the public tools to assess their own behavior and recognize the signs of aggressive driving. As more people understand the many behaviors that can become aggressive and see their own behavior in a new light, they can begin to adopt safer driving practices and manage risk more effectively.

Do you think you are a calm driver? Find out by taking our [aggressive driving quiz](#).

AAA

Speeding and Time of Day

Approximately 40% of all fatal crashes involved speeding, but a higher proportion of late night/early morning (represented by purple dots in graph below) crashes involved speeding compared to the proportion of mid-day crashes. Approximately 32% of mid-day crashes involved speeding, while 58% of late night/early morning crashes did.



Is speed enforcement part of your OUI enforcement? It should be. Remember, risk taking starts at a 0.05 BAC.

NHTSA Speed Management Program Plan

DRIVER RISK AND PERCEPTION Driver behavior can impose risks that affect both the probability and severity of crashes. Speed is directly related to injury severity in a crash. The probability of severe injury increases sharply with the impact speed of a vehicle in a collision. The risk is even greater when a vehicle strikes a pedestrian, the most vulnerable of road users. Although injury to vehicle occupants in a crash can be mitigated by safety belt use and air bags, the strength of the relationship between speed and crash severity alone is sufficient reason for managing speed.

Speed is also linked to the probability of being in a crash, although the evidence is not as compelling because a crash is a complex event that seldom can be attributed to a single factor. Crash involvement on interstate highways and rural roads has been associated with the deviation of the speed of crash-involved vehicles from the average speed of traffic. Crash involvement has also been associated with travel speed, at least on certain road types as well as based on prior driving history. For example, single-vehicle crash involvement rates on rural roads have been shown to rise with travel speed. In the commercial vehicle arena, there is a strong association between speeding violations and crash involvement for both individual drivers and motor carrier companies.

Speeding is a pervasive behavior. In a recent national survey about three-quarters of drivers reported that they drove over the speed limit on all types of roads within the past month, and one-quarter reported speeding over the limit on the day of interview. The question of what constitutes appropriate driving speeds will persist as long as there are individual drivers making choices about risk and time efficiency. Ultimately, decisions about appropriate speed limits depend on societal risk tolerance, valuation of time, and willingness to ensure driver accountability.

[812028-SpeedMgtProgram.pdf](#)

What costs society \$44,193 a minute?

(Answer) ... Check your speedometer as you drive home! Exceeding the posted limit or driving too fast for conditions is one of the most prevalent factors contributing to traffic crashes. Speed is a factor in nearly one-third of all fatal crashes. Speed related crashes cost society more than \$23 billion a year.

[NHTSA](#)

2015	Fatal Crashes
YORK	21
AROOSTOOK	17
CUMBERLAND	17
PENOBSCOT	16
SOMERSET	16
KENNEBEC	14
HANCOCK	11
OXFORD	11
ANDROSCOGGIN	10
FRANKLIN	5
KNOX	4
SAGadahoc	4
WASHINGTON	4
WALDO	3
LINCOLN	2
PISCATAQUIS	1
<i>Preliminary Data</i>	

Speeding also contributes to the increased risk of losing vehicle control. At higher speeds, cars become more difficult to maneuver - especially on corners or curves or where evasive action is necessary.

Safety

Destination Zero

The Destination Zero program is designed to help agencies improve the health and safety of law enforcement officers across the country, from agent to correctional officer, from trooper to patrolman, from sheriff to constable; Destination Zero is searching for programs that benefit all.

The primary goal of the Destination Zero program is to create a platform that provides all U.S. law enforcement agencies with the ability to research successful and/or promising officer safety and wellness programs and identify the resources necessary to begin their own risk management initiatives.

Maine Fatalities

2006	188
2007	183
2008	155
2009	159
2010	161
2011	136
2012	164
2013	145
2014	131
2015	156*

* Preliminary Data

Police Chief Magazine

January 2016

Four Considerations for Making Safe, Effective, and Legal Traffic Stops

..... Use Court Rulings to Enhance Officer Safety

Courts have acknowledged the dangers inherent in traffic stops. For example, the U.S. Supreme Court observed: "It would seem that the possibility of a violent encounter stems not from the ordinary reaction of a motorist stopped for a speeding violation, but from the fact that evidence of a more serious crime might be uncovered during the stop."¹⁰ Moreover, courts have provided law enforcement officers with legal tactics that expand their safety net, the Court's stressing: "The risk of harm to both the police and the occupants is minimized if the officers routinely exercise unquestioned command of the situation."¹¹ Significantly, during lawful traffic stops, officers may order—without reasonable suspicion or probable cause—both drivers and passengers out of vehicles.¹² On the basis of reasonable suspicion, officers may frisk drivers and passengers whom they believe may be armed and dangerous¹³ and may search those areas of the passenger compartment of an automobile where a weapon may be placed or hidden and where officers believe a suspect is dangerous and may gain immediate control of a weapon.¹⁴ Officers' knowledge of judicial decisions allows officers to manage traffic stops and other roadside contacts and thereby to increase their safety.



Speeding and Age While 28% of all drivers involved in fatal crashes were speeding, a much higher proportion of young drivers (ages 20 and younger) involved in fatal crashes were speeding (59%) compared to older drivers (25%).

Speeding and Gender A much higher proportion of male drivers involved in fatal crashes were speeding (32%) compared to female drivers (17%).

5 Basic Principles for Conducting a Safe Traffic Stop

Regardless of how long you've been doing traffic stops, no two are the same and they aren't "routine" until the driver is in the wind and you're moving on to the next detail

1. Location
2. Approach
3. Awareness
4. Re-Approach
5. Cut 'Em Loose



Speeding violations are arguably the most common reason for traffic stops around the country. In this regard, speeding becomes a “gateway” violation that enables law enforcement officers to detect impaired drivers, occupant protection violations, and a host of traffic safety and/or criminal issues.

[NHTSA](#)

8 Pounds of Cocaine Seized in Jefferson Parish Traffic Stop

State Police arrested a New Orleans woman found with just over 8 pounds of cocaine hidden in her vehicle. A trooper pulled over a sport utility vehicle driven by Traci Hurel, 31, just before 6 p.m. on eastbound Interstate 10 near Kenner Thursday (Jan. 7, 2016) for following another vehicle too closely.

www.nola.com

Timothy McVeigh !

Why Do Traffic Enforcement?

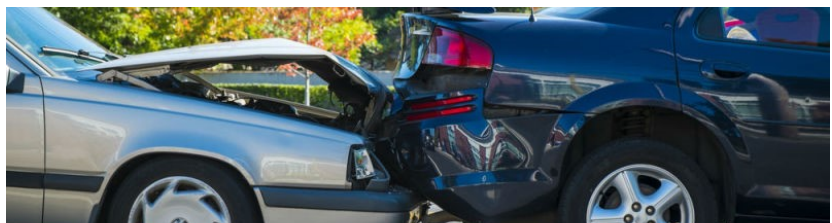
Our Mission is to save lives, prevent injuries, reduce vehicle-related crashes. Traffic enforcement just isn't your idea of a worthwhile effort? Consider a secondary benefit that is often overlooked.

In 1994-1996, Peoria, Illinois, increased traffic enforcement with the assistance of the Illinois State Police and Peoria County Sheriff's Office. This resulted in significant reductions in traffic crashes, violent crime, property crime, and calls for service.

[NHTSA](#)

In a 2000 study by David Giacomassi and David Forde, the relationship between traffic fatalities and crime was examined. Their study indicated, “traffic fatalities are indices of incivility and aggression, indicating a disregard for social conventions, leading to more serious normative violations like homicide.” Moreover, they suggested that when law enforcement agencies pay inadequate attention to traffic law violations it could lead to “a general condition where people feel they may break the law with impunity.”

[Journal of Criminal Justice](#)

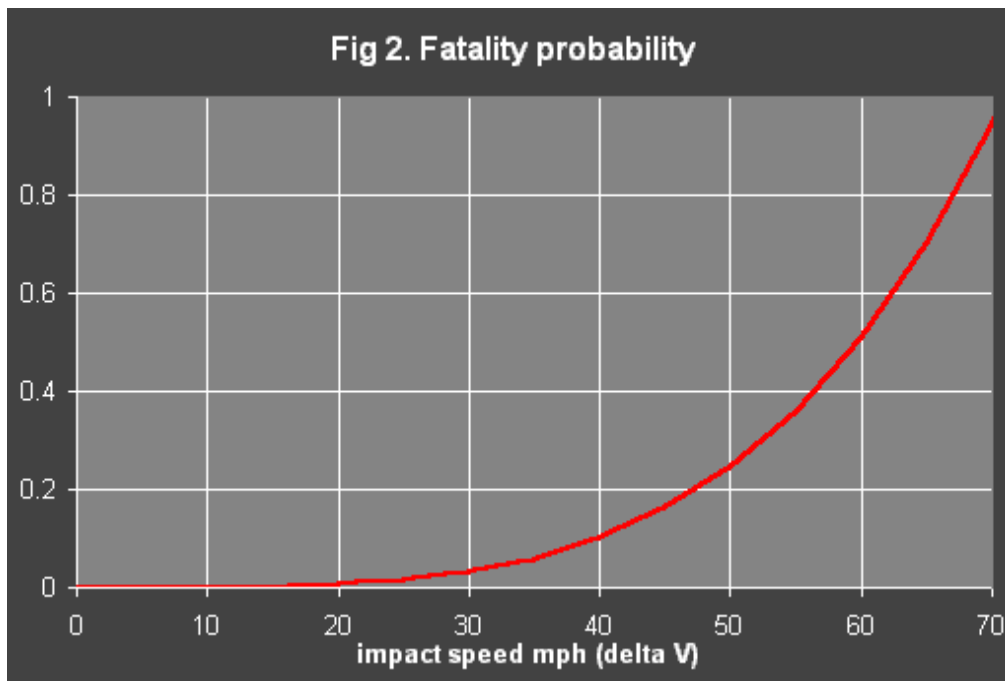
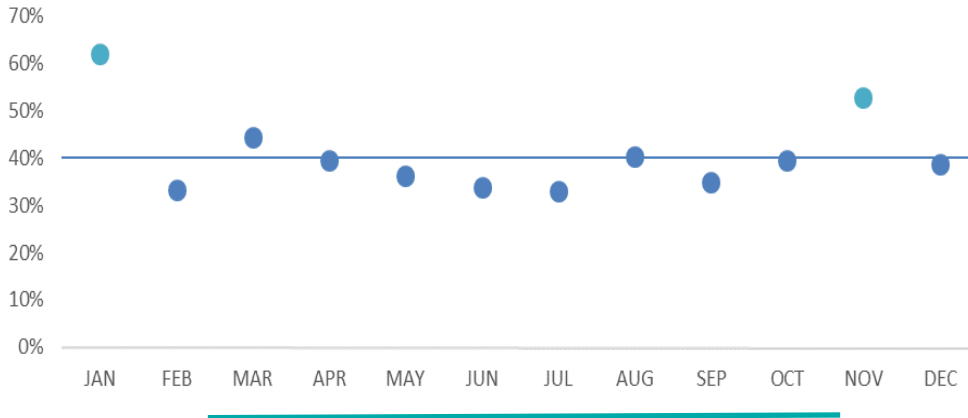


§2117. Use of Traffic Surveillance Cameras Restricted

The State or a municipality may not use a traffic surveillance camera to prove or enforce a violation of this Title. For purposes of this section, "traffic surveillance camera" means a device that, in conjunction with a lighted traffic-control device or a lane direction control device, as described in section 2057, subsections 1 and 3, or a speed measurement device as described in section 2075, subsection 4, automatically produces one or more photographs, one or more microphotographs, a videotape or any other recorded image of a vehicle at the time the vehicle is operated in violation of state law.

Speeding by Month

The proportion of fatal crashes that involved speeding varied depending on month. Overall, approximately 40% of fatal crashes involved speeding, but in January and November, a higher proportion of crashes involved speeding—62% and 53% respectively.



Highly respected research in 1993 (Joksch) determined the probability curve in this graph (Fig 2). It shows for example that in a 60 mph crash a car driver is 50% likely to die.

www.safespeed.org

Links of Interest

For sharing on your social media pages

<https://www.youtube.com/watch?v=bvLaTupw-hk>

<https://youtu.be/H5EyOnccJLg>

Speed will increase both the reaction distance, and the braking distance. A driver travelling at faster speeds will have covered more ground in between spotting and reacting to a hazard than a driver travelling at a slower speed, so the speeding driver is more likely to crash.

In Maine, between 2009 and 2013 41% of all highway fatalities were speed related